

*Quality*

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*Arnstein  
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AND CO.

SEATTLE

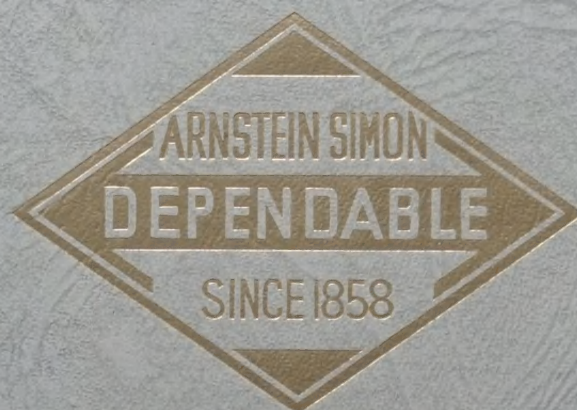
OAKLAND

PORTLAND

LOS ANGELES

SAN FRANCISCO





TRADE MARK





32,388  
04.193,004.001







32,389





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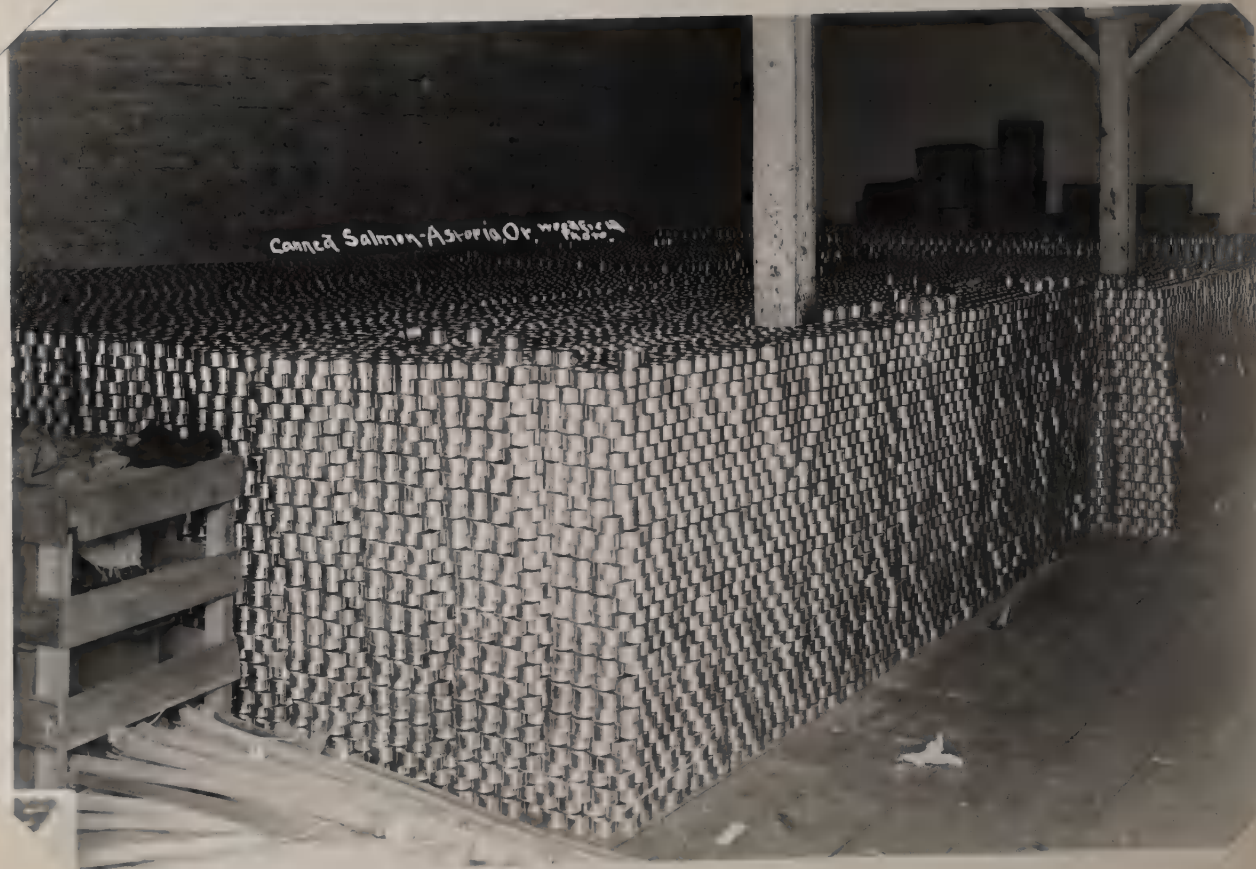


34, 16









Canned Salmon - Astoria, Or. 1935

52,395













12.400





10765











1112 90X



BRITISH SHIP "CALENA".

STRANDED NOV 13TH, 1903.

CLATSOP BEACH, OREG.

















Malarkey House in Warrenton

5th 11/4



32-411



# Intrepid Fawn Rescued by Beach Lifeguards After Impromptu Swim



Cannon Beach Lifeguards Baylor Lowe (left) and Bob McKinney hold the dripping and frightened fawn they rescued late Saturday from the surf at Ecola state park. Fawn tumbled down a 200-foot precipice. Its mother watched operation, later reclaimed her youngster.



Here Low and McKinney try to keep their precarious holds on the precipice and rescue the fawn at the same time. They succeeded in rescue without injury to fawn. (Lucille Sawye-)













28, 4, 5





22-10-10



25417













1907





32, 4525

Gen. Balto



Capt. Howes Capt. Van Boelling Capt. Betts Capt. Johnson Capt. Varney Mathews  
Capt. Woods







Astoria City Police

72, 485





### The Sea Gull's Message

Rest not thy pinions, wild bird of the sea,  
Bear thru the tempest a message for me;  
Stay not to rock thee, nor preen thy white breast,  
But fly to the homes my heart loves the best.

In mansion, in hamlet, in lowly cot,  
No matter how great or humble their lot;  
Whisper "peace" to the dear folks far away,  
For Love dwells in my heart this happy day.

MARGARET BRADSHAW.



2247

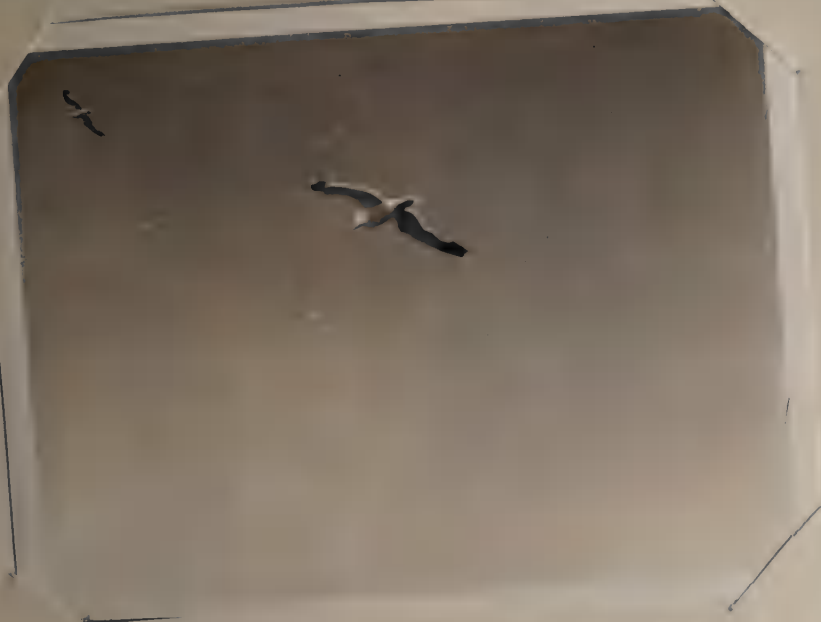




22,420



22,420



22,431



ASTORIA OREGON

22-432





12-3-



30/1/34



52, 4







Fig. 200



32454













Rocky Coast



32, 145



32, 446





Wandering Rock, Cannon Beach, Or.  
Woodward Photo. '14



30. 12. 1900





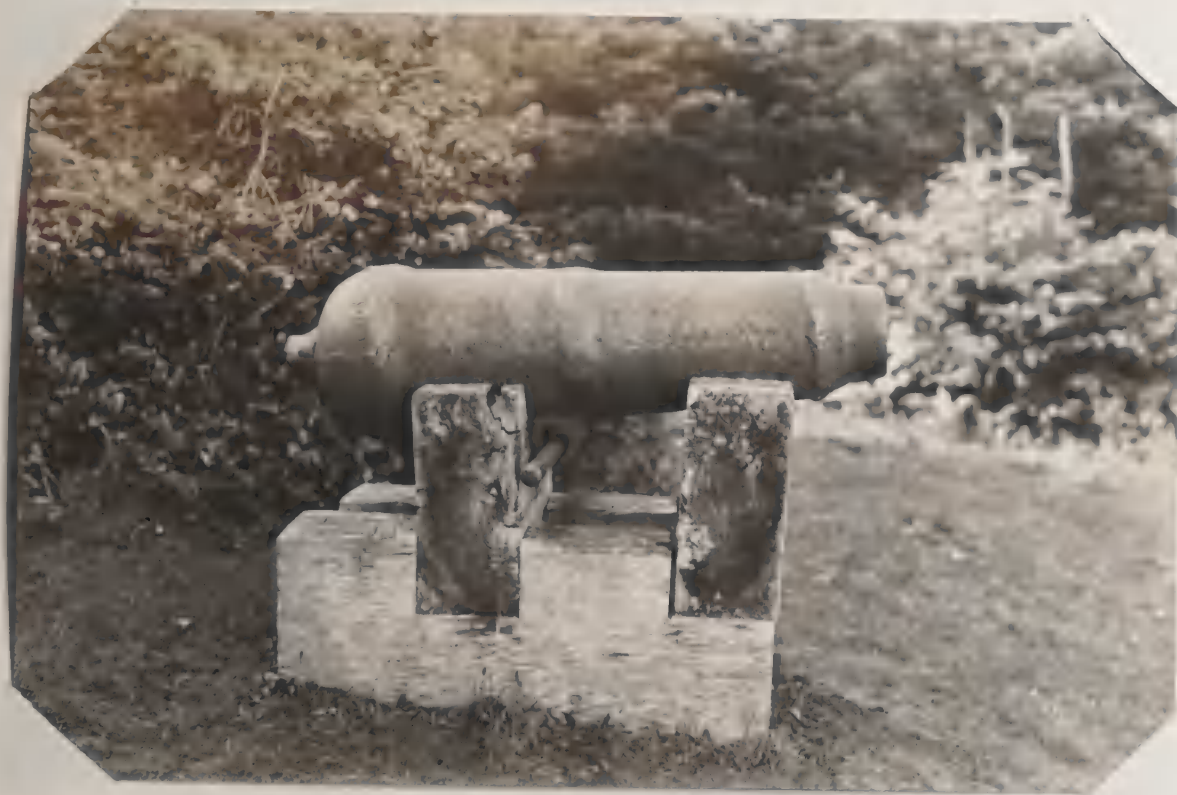




1285







3-185



5-2-14







25076







32468





21-89





12, 11, 12





















2012-10





# Tillamook Rock - Beacon Of Silence

by Helen V. Rowley

Want to buy an island?...An island whose unique history dates back to the romantic era when square and full rigged clipper ships, barks and brigantines navigated coastal sea lanes to trade in lumber, wheat, whale and fish products, rum and exotic goods from the Orient, Europe or South America? These were truly the days of nautical splendor as craft of majestic sail, buoyed by robust winds, plied their way through the surge of the sea and were guided, in part, across perilous bar and shoals by beacons from lonely lighthouse sentinels perched on rocky islands along the coast.

One of these islands is Oregon's Rock of Gibraltar, Tillamook Rock, upon which stands a lighthouse and its famed beacon that gleamed a welcoming light to apprehensive seafaring crews during the gusty sailing trade days. Tillamook Rock, now a haven for seagulls is equipped with the usual accouterments appropriate for lighthouse use, such as a \$10,000 hoisting derrick, diesel engine, generators, steel cable and other miscellaneous gear.

The Academic Economic Coordinators of Las Vegas, Nevada purchased the rock eleven years ago at an auction held in Seattle, Washington under the auspices of the General Services Administration. The 51 owners, whose original number was five, increasing through the years as word got around about a lighthouse on a rock in Oregon, now seek a buyer for their prized booty, according to the Associated Press. Previous conjectures as to possible use of the rock have not materialized; possibilities that ranged from conversion to a marine research station, an offshore gambling casino, a tracking station for the government or even a millionaire's retreat via



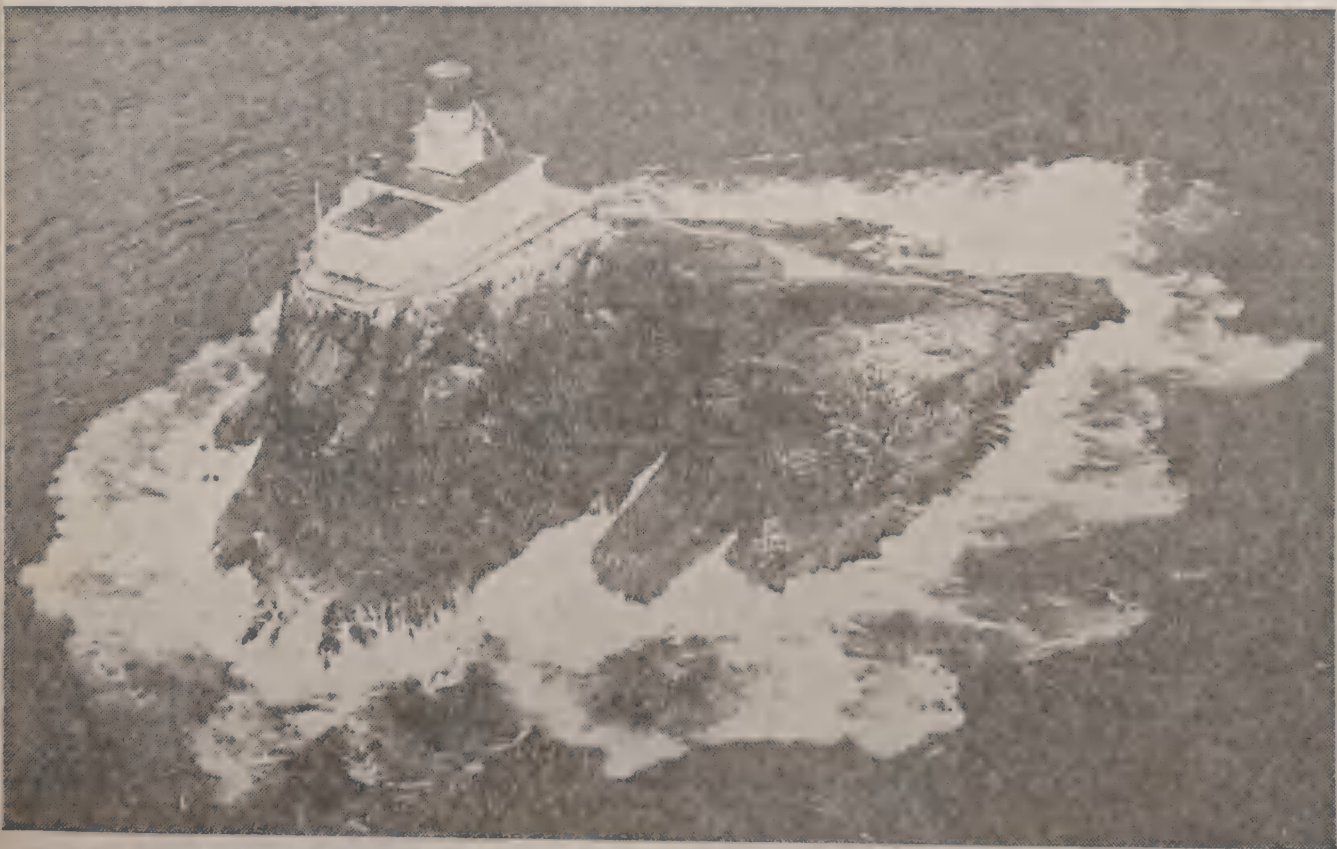
Tillamook Rock Lighthouse

helicopter. Reactivation of the rock in the practical or economic sense has been impossible due to the difficulty in servicing the rock as passengers and supplies were transported by breeches buoy and supply basket via a hoist.

Today Tillamook Rock lighthouse stands on God's little acre of rock, one mile seaward of the westerly point of Tillamook Head, Clatsop County, Oregon, a lonely reminder of its once active days as a beacon for ships. Since federal, state and Coast Guard officials had come to look at the light as a decreasing utility as well as an increasing liability, there was no recourse but to silence the beacon. This was done on September 1, 1957 when its last keeper of 20 years, Oswald Allik, pulled the switch. No more fitting or poignant epitaph has been written about Tillamook Rock than an entry in the last log of Mr. Allik:

"Farewell, Tillamook Rock light station. An era has ended. With this final entry, and not without sentiment, I return thee to the elements. You, one of the most notorious rocks, yet most fascinating of the sea-swept sentinals in the world, thick fog and driving rain your beacon, have been a star of hope, your foghorn a voice of encouragement. For 76 years you have beamed your light across desolate acres of ocean. Keepers have come and gone; men have lived and died, but you were faithful to the end. May your sunset years be good years. You are now only a symbol, but the lives you have saved and the service you have rendered are worthy of the highest respect. A protector of life and property, may old-timers, newcomers and travelers on their way pause in memory of your humanitarian work."



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**FORLORN TILLAMOOK** Rock Lighthouse is used only by sea birds these days. A Las Vegas, Nev., group bought the 86-year-old light and the rock in 1959 from the government for \$5,600. Although it was said then Academic Economic Coordinators would use it for some mysterious

—perhaps atomic—work, nothing happened. "At least it's a good bird refuge," says Richard D. Chase, Las Vegas contractor and one of the owners. He said the group has no plans for doing anything with the rock. (Bacon)





32470







July 72







Admiral Benbow

1884



30475



2872





1077



56 - 78







255-200





82 11 1902





52, 11, 23



















32, 498



32, 499



32400



167491





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20.094



21.495







12, 1977



22-10-97



22. 240





32,501



22,502



32504



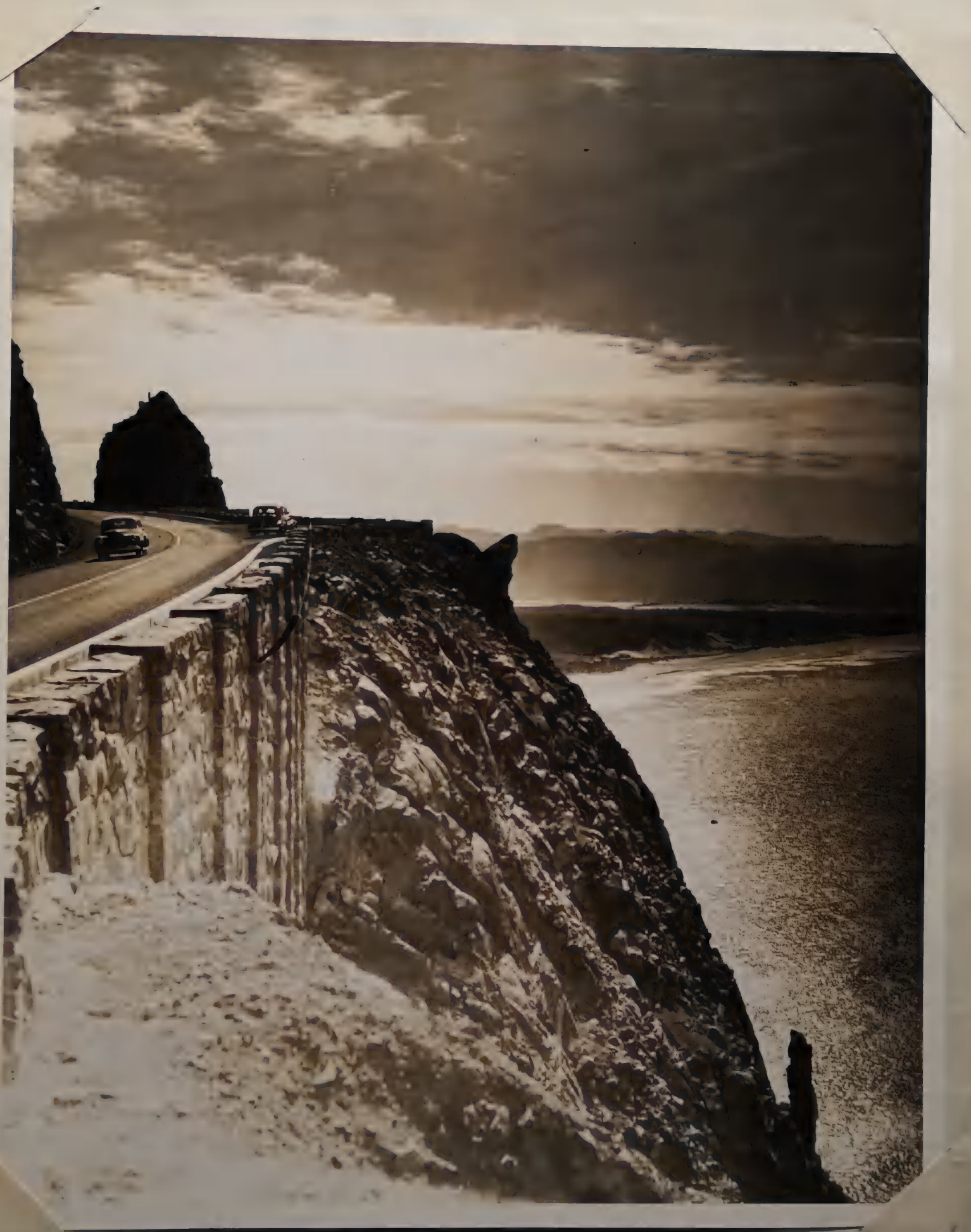


Schooner North Bend on Peacock Spit, Wa.  
Washington, 1884.

32, 504



22-855



2-106







32, 529



32, 529







3-517



22873



22874





Evening Astorian-Budget, Astoria, Oregon, Monday, October 5, 1959

## Logs Hauled by 'Bull Team'



Here's a picture out of the far past on Clatsop county's logging industry. The photograph was taken at Wolf Slough between Burnside and Fernhill in 1901. It shows a "bull team" of six pairs of

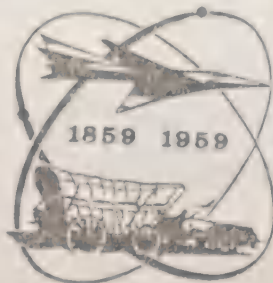
oxen hauling logs out of the woods for W. R. Chisholm, pioneer Clatsop logger. The photo was submitted by Lee Wooden of Jewell, whose wife is Chisholm's daughter.



## Conversation Makers

## Wind Rages

Capitol Roof Blown Away, Schooner  
Grounds, 5 Children Die in School



SALEM, Jan. 9, 1880—Part of the roof blew off the State Capitol today as a tremendous wind raked the city.

The wind raged for four hours with great violence, then suddenly died down, and snow began falling. The Capitol began to fill with snow which soon melted, and water ran through the building.

Trees are down all around town.

On that day of the great wind a three-masted schooner dragged her anchor at Coos Bay and was broken in two on the beach; hundreds of miles to the northwest, not a single building at Umatilla was undamaged.

There was hardly an east-west fence anywhere in the Willamette Valley left standing.

Four Chinese cabins at Portland were blown into Tanner's Creek, and a Chinese was blown into the Willamette River.

## Tree Hits School

At La Center, Wash., an uprooted tree crashed down on a schoolhouse, killing two children. Three others were burned in the fire that followed.

As that morning dawned, there was a light southeast wind.



Fitful gusts of rain whipped out of steel gray clouds whose color hinted of snow. Suddenly the barometer began to fall. The wind rose.

In Portland the wind velocity climbed from a mild breeze to a strong wind with gusts of 39 miles an hour at 11 a.m. Then it shifted from southeast to south and climbed to 50, then 60 miles an hour.

## Tin Roof Blown Away

Schools closed and children went scurrying home. Businessmen began lashing down signs that were swaying wildly. The tin roof on the New Market Theater loosened and part of it sailed away, slicing the tops from 26 chimneys as it left the building. St. Matthew's Episcopal Chapel near the south end of First Street blew down. William Aker's livery stable front crashed into the street. Bremen Hall, a saloon, collapsed and four men were pinned in the debris. One was taken out dead.

The West Side railroad track from Portland to Independence was so covered with trees the train didn't run for five days.

The Willamette River was high in its annual January winter-rain flooding. The wind drove the water crashing against wharves and into waterside buildings.

## Waves Threaten Workmen

Ocean waves crashed against Tillamook Rock where 15 men were building the foundation for the lighthouse. Concern for them was great. Were they washed away as the breakers went towering up and sent their spray over the huge rock?

The storm came on Jan. 9. It was Jan. 26 before a cutter could reach the rock through the rough water which persisted after that great blow. The cutter found the men alive—and hungry. Their food, and their tools, all had been swept away. But the men remained safe in a cave blasted out at the rock's crest, 90 feet above the ocean.



*Richard R. Huck*

## Winter Patrol Rides Rough Seas



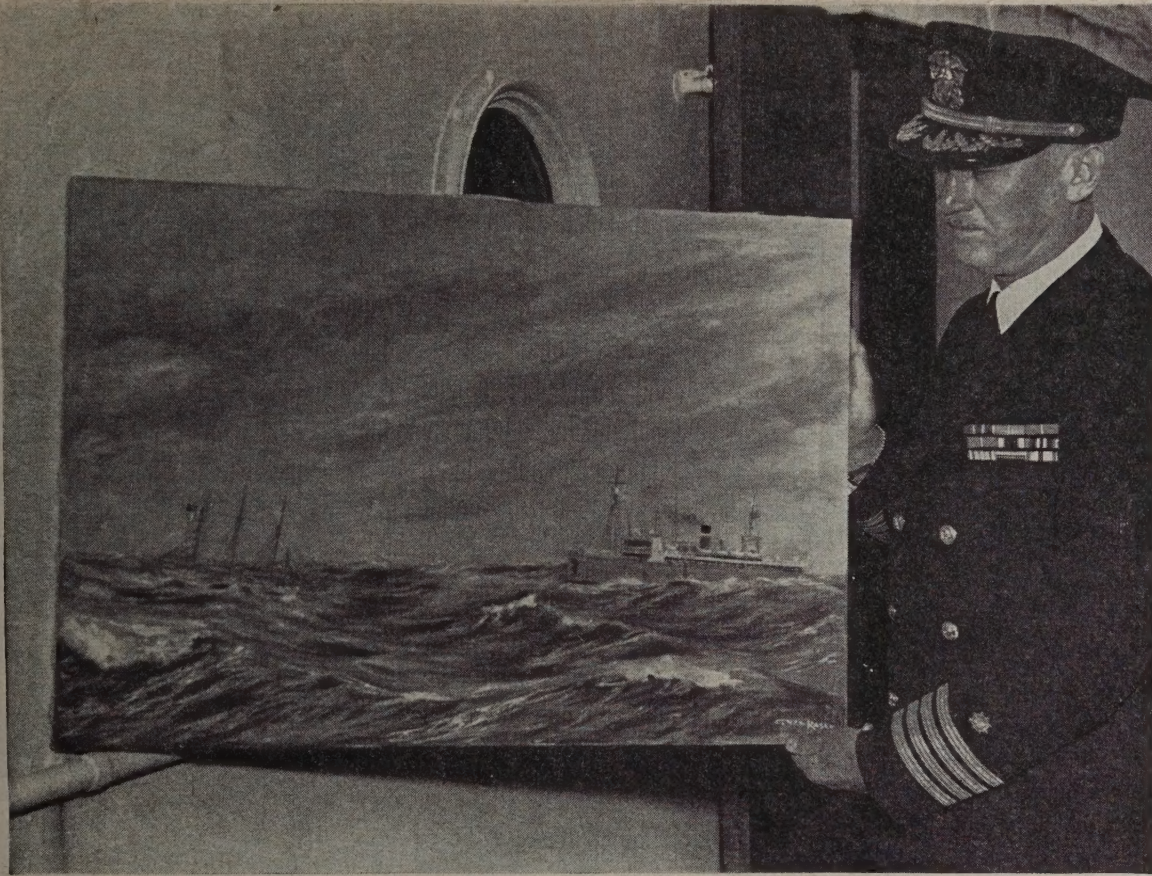
Winter heralds the end of the boating season for most yachting enthusiasts but not for the Coast Guard. This dramatic picture, taken for the Coast Guard, shows a 52-foot patrol boat from Yakima Bay, charging through breaking seas while on a routine patrol. These seldom-seen rough-weather views are indicative of the task faced by lifeboat-station personnel during winter rescue mis-

sions. Members of the crew are: Thomas D. McAdams, boatswain's mate first class, of Newport, David A. Phillips, engineman second class, of Melrose Park, Ill., Fred A. East, seaman, of Houston, Tex., Carl McGuire, seaman apprentice, of Fresno, Calif., Richard R. Huck, seaman apprentice, of Snohomish, Wash. (Official Coast Guard Photo)









**PAINTING** of the rescue, started five hours afterward, was made by Captain Gunnar Van Rosen of the trans-

port. Unlike photograph at top, which was taken from his ship, painting includes both schooner and transport.

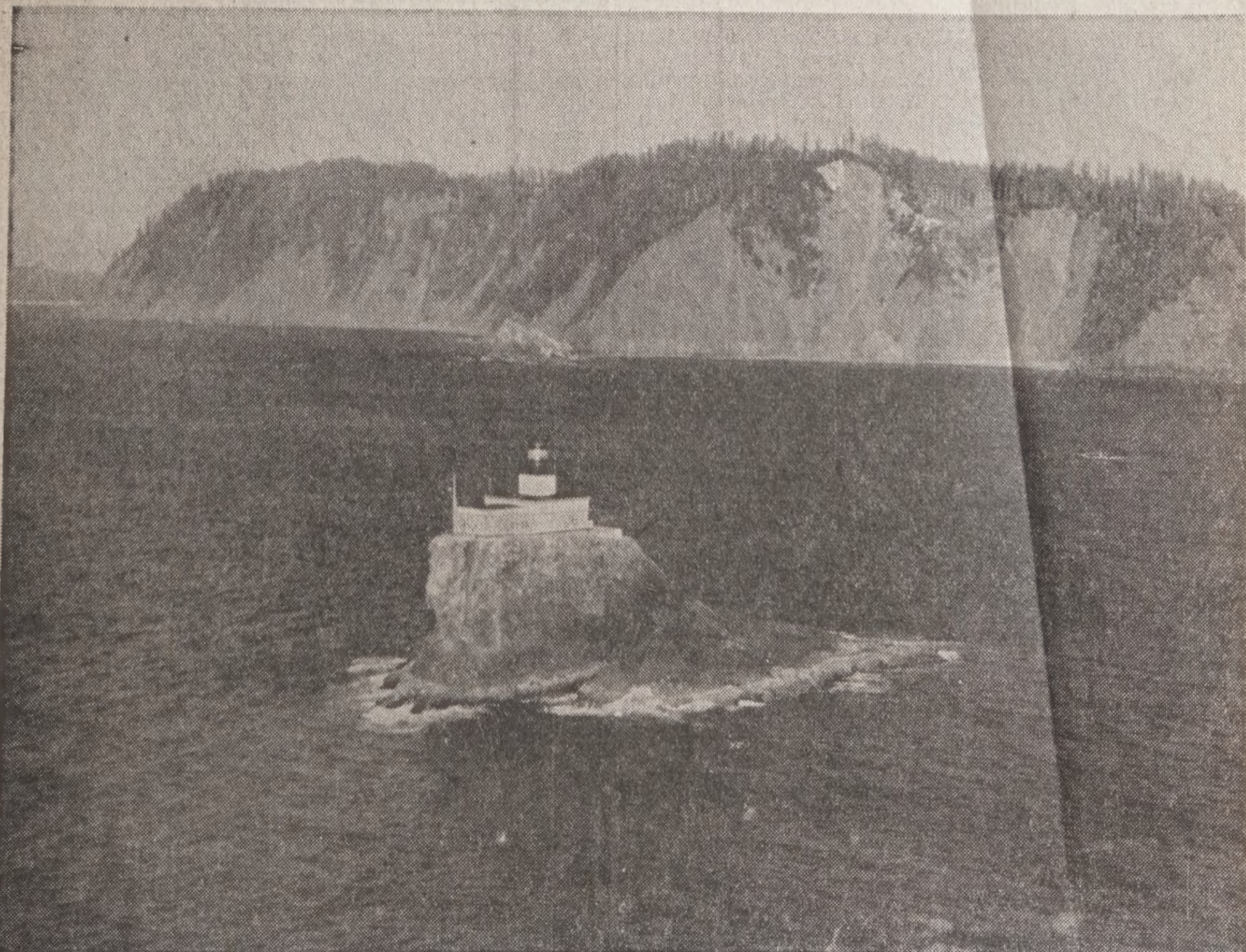
# ATLANTIC RESCUE

Near-fatal tragedy is recorded by a photographer and a painter

On Oct. 29 the Portuguese fishing schooner *Maria Carlota* sailed from St. John's, Newfoundland. She was homeward bound with her season's catch of cod. Five days later, 640 miles from port, the *Maria Carlota* ran into an Atlantic gale. The pounding of the seas quickly opened up her seams. The 31 fishermen aboard sent out a wireless call for help, manned the pumps, started bailing. As the water in the hold rose 14 inches an hour, the fishermen began to pray. On Nov. 4, 48 hours after the rescue call, the U.S. Army transport *Charles A. Stafford* hove to a quarter of a mile from the *Maria Carlota* and launched a lifeboat. For the next two and a half hours the crew of the lifeboat battled 40-foot seas to make two round trips to the foundering schooner. They managed to rescue all 31 of the Portuguese fishermen, their personal gear and even a cat named Tom, but the ship and cargo were lost. On Nov. 9 the *Stafford* docked in New York. Aboard was a fair painting (*left*) and an excellent photograph (*above*) of a dramatic rescue at sea.



# *Keeper of Tillamook Rock Describes Life In Wave-Battered Home Off Oregon Coast*





**Isolated Tillamook Rock with its 75-year-old lighthouse, which the coast guard is considering abandoning, as it appears from the air, with the Tillamook Head, on Oregon coast, in background. Keepers on the rock must land or debark by means of**

**a breeches buoy lowered from a derrick mounted on rock and they seldom get wet, like a newspaper publisher did Wednesday during a visit to the rock. Life is not too boring, however, because there is time to read, study, watch TV and radio.**

#### BY LAWRENCE BARBER

Marine Editor, The Oregonian

Life is not too tough on the bleak Tillamook rock, 1½ miles off the Oregon coast southwest of Seaside, where the coast guard is considering a proposal to close down the 75-year-old lighthouse and substitute for it a lighted sea buoy anchored nearby, according to its keeper, Oswald Allik, 3408 N. E. Liberty street, Portland.

Allik returned home Thursday for his regular three-week leave after a regular six-week work period at the rock. He and one of his men were taken off the rock Wednesday by means of a breeches buoy lowered by a derrick which has been mounted on a platform on the rock ever since the lighthouse was erected.

#### Trip Usually Dry

The men were dropped into a 28-foot motor launch to be taken to the 180-foot lighthouse tender Ivy which stood by a few hundred yards away. They slipped out of the breeches buoy as the lifeboat surged up and down in 12-foot swells, neither of them getting wet.

Then came a couple of newspapermen who made a brief call at the lighthouse and one of them got wet—not through any fault of the coast guard but because the ocean sent by a larger swell than others and washed over Robert Chessman, publisher of the Astorian-Budget.

In Portland, Allik explained

that getting to and from "the rock" usually is a dry passage although it includes the excitement of riding a breeches buoy up or down. For 18 years he has been going to and fro and only once has he gotten wet.

However, the tender and its crew frequently come out in winter weather and refuse to attempt a landing owing to the big swells. They make the trip every three weeks to bring personnel replacements, supplies and mail.

The regular trip this week was scheduled for Tuesday, but the ocean was too rough and Lt. Com. R. J. Evans, commanding the Ivy, elected to turn back in the mouth of the Columbia river, returning to Tongue Point depot to await another attempt Wednesday.

#### Rock Keeps Them Busy

"One winter the tender was unable to get out until two weeks later," said Allik. "That time I had only one week ashore because we lose our leave time when the ship is delayed."

The crew at Tillamook rock lighthouse consists of a keeper and four men. While the keeper is ashore, the assistant keeper, now Alban K. Chinn, a 22-year-old Chinese boy from Los Angeles who has been in the coast guard for three years and stationed at the rock for seven months, is in charge. With Chinn now are Lonnie G. Haynes of Portland and James H. Jack, Portland. The fifth



**Oswald Allik, keeper at Tillamook Rock, who reported life not as rough as might be expected on outpost off coast.**

man in the crew, Alan D. Richards, Shelton, Wash., came ashore with Allik Wednesday for his regular three-week leave.

"We keep busy on the rock," said Allik. "We have to keep the four diesel engines, two compressors, two generators and other equipment operating. That is enough work to keep the men busy during regular working hours. When they have spare time, the younger men usually study for advances in rating to enginemen or boatswain's mate."

Allik is a native of Estonia who came to Oregon in 1926 to seek work. He had been a machinist apprentice and mail carrier in his home country. During the first four years here he was a logger. Then he became an oiler in the engine room of the Columbia river lightship, under Capt. Jacob Nielsen, now dead.

#### Fishermen Like Company

Six years later he passed a civil service examination for lighthousekeeper and he asked for assignment to Tillamook rock, because it was closer to his Portland home than was Destruction island, the other station open. He has been at the rock ever since and he hasn't minded it a bit.

"If the coast guard should decide to close up the lighthouse on the rock," he said, "I imagine the fishermen who anchor near it during the summer will miss us. They seem to like the company we afford when there are some men on

the rock looking down on them.

"Occasionally big ships steam in fairly close to the rock, apparently to give their crews or passengers a better look at us. None of them go between us and the mainland at Tillamook Head. There is a large 'wash rock' between us and the shore. We call it 'Half Mile' rock.

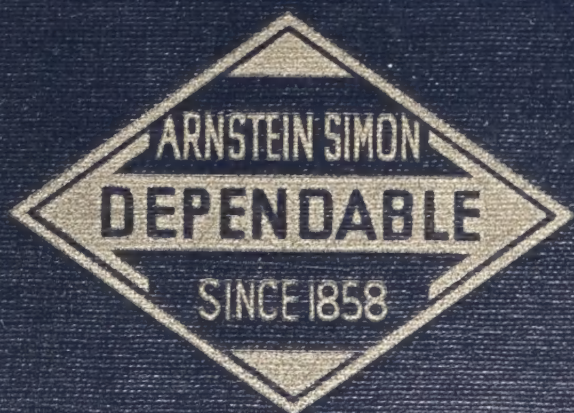
"We see seals, porpoises, whales or blackfish in the water around us. We seldom do any fishing. It is too difficult to get down to the water, and too dangerous, too. When one man goes down, usually another goes down with him, with a rope tied between them."

The crew has a TV set in the station and it gets its best signals from Tacoma and Seattle stations. Portland stations are blanked out by the towering Tillamook Head.

#### Weather Sometimes Rough

"We have some pretty rough weather out there. One of the worst storms was January 15 and 16 when heavy swells crashed against the rock for 36 hours, loosening up rocks and throwing them with the spray up against the lighthouse building, more than 100 feet above the ocean. It left some dents in the tower lantern roof and some leaks in the engine room. Some old cracks were opened up in the two-story, seven-room building, even where the walls are three feet thick and built of native stone brought from Clackamas, Or. No windows were broken because they are portholes and are covered with steel shutters during storms."





TRADE MARK